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**APPLICATION
FOR
UNITED STATES
LETTERS PATENT**

APPLICANT: **Takano et al.**

FOR: **BLOWER UNIT MOUNTING
STRUCTURE AND METHOD FOR
MOUNTING A BLOWER UNIT**

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BLOWER UNIT MOUNTING STRUCTURE AND
METHOD FOR MOUNTING A BLOWER UNIT

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BACKGROUND OF THE INVENTION

The present invention relates to a structure and method for mounting a blower unit which is installed in the interior of an instrument panel.

As shown in, for example, JP-UM-A-6-37057, a cross
10 beam (a steering support beam) extending transversely of a body of a vehicle such as an automobile is fixedly provided on the vehicle body in the interior of an instrument panel of the vehicle.

In general, the steering support beam functions to
15 support a steering column, a blower unit and so on, on the vehicle body. Consequently, it is a general practice to mount the blower unit on the vehicle body after the steering support beam has been mounted on the vehicle body.

20 Incidentally, in general, the blower unit is fastened to a front bulkhead and a toe board of the vehicle body as well as to the steering support beam. Then, the blower unit is additionally fastened to the instrument panel from the interior of a glove box after the
25 instrument panel has been mounted.

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~~However, it is difficult to mount the blower unit~~
to the front bulkhead and the toe board in a narrow
passenger compartment with a long steering support beam
that has been mounted on the vehicle body. In particular,
5 when fastening the blower unit to the toe board, the
mechanic is forced to do the fastening work from below
the steering support beam with a uncomfortable posture.
This work may lead to a risk that a mounting accuracy
of the blower unit is deteriorated. In addition, it
10 becomes difficult to fasten the blower unit, which has
been so fastened with poor mounting accuracy, to the
instrument panel. This work also may lead to a further
risk that the mounting workability is deteriorated.

15 SUMMARY OF THE INVENTION

The present invention was made in these situations,
and an object thereof is to provide a blower unit mounting
structure and method which can improve the mounting
workability and the mounting accuracy.

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20 ~~With a view to solving the problems, a blower unit~~
mounting structure according to a first aspect of the
present invention, comprises an instrument panel, a
steering support beam and a blower unit. The instrument
panel formed in such a manner as to be vertically divided
25 ~~into an upper panel and a lower panel along a transverse~~

direction of a vehicle body. At least the steering support beam and the blower unit ^{are} assembled to the lower panel to form a unitized component. The unitized component is mounted on the vehicle body before the upper panel is mounted on the vehicle body.

A blower unit mounting structure according to a second aspect of the present invention further comprises a front bulkhead including a vertically wall surface with an opening, wherein a duct of the blower unit is connected to the opening for taking outside air into the blower unit.

A blower unit mounting structure according to a third aspect of the present invention further comprises a toe board having a recessed portion, wherein said blower unit comprises a leg portion extended toward the toe board side and engaged with the recessed portion.

A method for mounting a blower unit comprises the steps of: preparing an instrument panel including an upper panel and a lower panel that are vertically divided along a transverse direction of a vehicle body; forming a unitized component by assembling at least a steering support beam and a blower unit to the lower panel; mounting the unitized component on the vehicle body; and mounting the upper panel to the vehicle body.

It is preferably that the method for mounting a

blower unit further comprises the steps of: preparing
a recessed portion mounted on a toe board and a leg portion
which is mounted on the blower unit and is extended toward
the toe board; and engaging the leg portion with the
5 ~~recessed portion.~~

BRIEF DESCRIPTION OF THE DRAWINGS

~~Fig. 1 is a cross-sectional view taken along the~~
line I-I in Fig. 2;

10 Fig. 2 is a perspective view of an instrument panel;
Fig. 3 is a perspective view of a blower unit; and
Fig. 4 is an exploded perspective view of the
instrument panel.

15 DETAILED DESCRIPTION OF THE INVENTION

Referring to the appended drawings, a mode for
carrying out the present invention will be described
below. The drawings relate to a preferred embodiment of
the present invention, in which Fig. 1 is a cross
20 sectional view taken along the line I-I in Fig. 2, Fig.
2 is a perspective view of an instrument panel, Fig. 3
is a perspective view of a blower unit, and Fig. 4 is
an exploded perspective view of the instrument panel.

~~In Fig. 1, reference numeral 1 denotes a vehicle~~
25 ~~body. An instrument panel 2 is mounted at the front of~~

~~a passenger compartment of the vehicle body 1, and a~~
steering support beam 5 is provided in the interior of
the instrument panel 2 in such a manner as to extend
transversely of the vehicle body 1. In addition, a blower
unit 7 is disposed in the interior of the instrument panel
2. The blower unit 7 is supported on the instrument panel
2 and the steering support beam 5 at the rear thereof
and is supported on a front bulkhead 9 and a toe board
10 of the vehicle body 1 at the front thereof.

as ~~To specifically describe the structures of the~~
respective constituent members, as shown in Figs. 2 *and* 4,
the instrument panel 2 is formed in such a manner as to
be divided vertically into an upper panel 12 and a lower
panel 13 along the transverse direction of the vehicle
body 1. In addition, these panels 12, 13 are constructed
to individually be mounted to the vehicle body 1. In this
case, the instrument panel 2 is vertically divided at,
at least, a position where a glove box 14 is included
~~on a lower panel 13 side.~~

Additionally, the steering support beam 5 includes
mounting brackets (not shown) for attachment to the
vehicle body 1, not shown, at ends thereof, and is mounted
on the vehicle body 1 via these brackets. In addition,
a part of the steering support beam 5 is disposed on an
upper surface of the glove box 14 of the lower panel 13

(refer to Fig. 4) and is integrally fixed to the lower panel 13 through fastening with bolts from the interior of the glove box 14.

In addition, as shown in Fig. 3, a main part of the blower unit 7 is constituted by a blower main body 15 and a heater and ventilation unit 16 which are coupled to be a one-piece unit. The blower unit 7 is disposed along a wall surface of the glove box 14, and to be specific, the blower main body 15 is disposed along a front side of the glove box 14, and the heater and ventilation unit 16 is disposed along a right side of the glove box 14 (refer to Fig. 4). The blower unit 7 is integrally fixed to the lower panel 13 and the steering support beam 5.

As shown in Fig. 3, a main part of the blower main body 15 comprises a blower case 20, a blower motor 21 disposed below the blower case 20 and a duct 22 extending from an upper part of the blower case 20 for taking in outside air.

Rear sides of the blower case 20 and the blower motor 21 are shaped so as to be brought into abutment with the front side of the glove box 14. Bolt holes 25 are formed in the rear sides of the blower case 20 and the blower motor 21. Then, the blower main body 15 is integrally fixed to the lower panel 13 through fastening bolts into

the bolt holes 25 from the interior of the glove box 14.

In addition, a leg portion 26 is provided on the blower motor 21 which extends toward the toe board 10 (refer to Fig. 1), and this leg portion 26 is locked in
5 a recessed portion 27 formed in the toe board 10.

A bolt hole 28 is formed in the rear side of the duct 22. A bracket 29 extended from the steering support beam 5 is fixed to the rear side of the duct 22 by fastening a bolt 28a into the bolt hole 28. Accordingly, the
10 steering support beam 5 and the blower unit 7 are integrally fixed to each other.

An end portion of the duct 22 is curved toward the front and is allowed to communicate with an opening 31 that is formed in a vertical wall surface 9a of the front
15 bulkhead 9 for taking in outside air. A bracket 32 is provided at the end portion of the duct 22, whereby the end portion of the duct 22 is mounted to the vertical wall surface 9a of the front bulkhead 9 with a bolt 32a via the bracket 32.

has all 20 ~~On the other hand, as shown in Fig. 3, brackets 35~~
are provided on a rear side of the heater and ventilation unit 16 in such a manner as to extend leftward and rightward, respectively, therefrom. Accordingly, the heater and ventilation unit 16 is fastened to the lower
25 ~~panel 13 with bolts via the brackets 35 (not shown).~~

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~~Brackets 36 are provided on a front side of the~~
heater and ventilation unit 16 in such a manner as to
extend upwardly. Accordingly, the heater and
ventilation unit 16 is fastened to the vertical wall
5 surface 9a of the front bulkhead 9 with bolts via the
~~brackets 36 (not shown).~~

Next, mounting procedures for the aforesaid
respective constituent members on the production line
or the like will be described.

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~~Firstly, assembling mechanic integrally mounts the~~
steering support beam 5 and the blower unit 7 to the lower
~~panel 13 so as to construct a unitized component 40.~~

Namely, the mechanic disposes the steering support
beam 5 on the upper portion of the glove box 14 of the
15 lower panel 13 and fixes the steering support beam 5 to
the lower panel 13 by fastening bolts from the interior
of the glove box 14.

Furthermore, the mechanic disposes the blower unit
7 at a position along the wall surface of the glove box
20 14, and then fixes the blower main body 15 to the lower
panel 13 by fastening bolts into the bolt holes 25 from
the interior of the glove box 14. In addition, the
mechanic fixes the blower main body 15 to the steering
support beam 5 by fastening a bolt via the bracket 29.

25 Furthermore, the mechanic fixes the heater and

ventilation unit 16 to the lower panel 13 by fixing the brackets 35 to the lower panel 13 with bolts (not shown) from the inside of the lower panel 13.

Thus, the steering support beam 5 and the blower unit 7 are integrally assembled to the lower panel 13, whereby the unitized component 40 is constructed.

Next, the mechanic mounts the unitized component 40 to the vehicle body 1.

Namely, the mechanic fits the unitized component 40 into the vehicle body 1 while locking the leg portion 26 in the recessed portion 27 and mounts the steering support beam 5 to the vehicle body 1 via brackets (not shown).

Furthermore, after aligning the opening 31 with the duct 22 through working from the upper portion side of the lower panel 13, the mechanic fixes the bracket 32 to the vertical wall surface 9a of the front bulkhead 9 with a bolt. Then, the mechanic mounts the blower main body 15 to the vehicle body 1.

Then, the mechanic mounts the heater and ventilation unit 16 to the vehicle body 1 by fixing the brackets 36 to the vertical wall surface 9a of the front bulkhead 9 with bolts through working from the upper portion side of the lower panel 13 (not shown).

Thus, the unitized component 40 is mounted to the

vehicle body 1. In other words, the lower panel 13, the steering support beam 5 and the blower unit 7 are integrally mounted on the vehicle body 1.

Next, after mounting the other components including a steering column (not shown) which are installed in the interior of the instrument panel 2 to the vehicle body 1, the mechanic mounts the upper panel 12 to the vehicle body 1.

According to the embodiment, the instrument panel 2 is formed in such a manner as to be vertically divided into the upper panel 12 and the lower panel 13. In addition, the lower panel 13, the steering support beam 5 and the blower unit 7 are mounted on the vehicle body 1 all together with the steering support beam 5 and the blower unit 7 being integrally assembled to the lower panel 13. Therefore, the number of man-hours on the production line can be reduced and hence the workability can be improved.

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In this case, since the steering support beam 5 and the blower unit 7 can be mounted on the lower panel 13 at an outside of the vehicle where good workability can be provided, the mounting workability and accuracy can be improved. In particular, since the steering support beam 5 is mounted on the lower panel 13 before they are mounted on the vehicle body 1, the mounting accuracy of

~~each other can be improved, whereby a minimum gap can be set between them. Therefore, the space efficiency is improved. In addition, the rigidity of the lower panel 13 can be improved by unitizing the steering support beam 5 and the blower unit 7 onto the lower panel 13.~~

In addition, since it is constructed such that the opening 31 for taking in outside air is formed in the vertical wall surface 9a of the front bulkhead 9 for communication with and fixation to the duct 22 of the blower main body 15 for taking in the outside air, the mounting workability and accuracy can be improved.

Namely, since positioning of the duct 22 relative to the opening 31 and mounting of the duct 22 to the front bulkhead 9 can be implemented with ease while observing from the upper portion side of the lower panel 13, the mounting workability and accuracy can be improved.

Additionally, since mounting of the blower unit 7 to the toe board 10 can be implemented by engaging the leg portion 26 on the blower unit 7 side with the recessed portion 27 on the toe board 10 side, the necessity of doing the bolt fastening work with the uncomfortable posture of the mechanic is obviated, whereby the workability can be improved.

The blower unit 7 is integrally mounted on the lower panel 13 together with the steering support beam 5, and

the blower unit 7 is mounted to the toe board 10 by engaging the leg portion 26 with the recessed portion 27. Therefore, since the fixing work of the blower unit 7 when it is mounted on the vehicle body 1 can be implemented only from the upper portion side of the lower panel 13, the necessity of doing the bolt fastening work with the uncomfortable posture of the mechanic is obviated. Whereby, the workability can be improved.

Note that while the embodiment of the present invention has been described with reference to the example in which the steering support beam 5 and the blower unit 7 are unitized onto the lower panel 13 so that the three components are mounted on the vehicle body 1 all together, the present invention is not limited thereto. The unitized component 40 may be constructed by unitizing the other components which are located at the lower portion of the interior of the instrument panel 2 so that those components can be mounted on the vehicle body 1 all together.

As has been described heretofore, according to the present invention, the workability and accuracy at which the blower unit is mounted can be improved.